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CHOICE LIQUEUR.
SCOTCH WHISKY
PER DOZEN ... \$20.00
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Hongkong Daily Press.

ESTABLISHED 1857.

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BRANDIES
ARE KNOWN ALL OVER
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No. 13,825 號伍十式百捌千叁萬壹第 日柒初月陸年捌十二緒光 HONGKONG, FRIDAY, JULY 11TH, 1902. 伍拜禮 號壹十月柒年式零百九仟壹英港香

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GRANULAR EFFERVESCENT
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A speedy and reliable remedy for Nervous Headache, Neuralgia, Brain Fatigue, Sleeplessness. Over-Brain Work, Depression following Alcoholic and other Excesses, Mental Exhaustion, &c.

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THE HONGKONG DISPENSARY.

JOHN WALKER & SONS
FAMOUS
KILMARNOOK WHISKY.

This World-renowned
Fine Old MICHIGAN WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong from their Agents
SIEMSEN & CO.

Hongkong, 1st January, 1901. [47]

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PRICE \$112 PER DOZEN

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“SPECIAL BLEND” WHISKY

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Finest Scotch Whiskies

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WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 10 minutes.
8.0 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 1.45 p.m. Every 15 minutes.
1.20 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.45 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 10 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m., every 1 hour.
SUNDAY.
8.00 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 6.00 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

Extra cars for 10.30 p.m. and 11.45 p.m.
SPECIAL OFFER 10.30 p.m. Queen's Road Central.

JOHN D. HUMPHREY & SON,

General Managers

Hongkong, 1st October, 1901. [49]

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MURKILY & CO.,
43 & 45A, QUEEN'S ROAD EAST,
Hongkong, 4th April, 1901. [50]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$5.50 per Cask of 975 lbs. net ex Factory.
\$3.50 per Bag of 90 lbs.
SHEWAN, TOME & CO.,
General Managers
Hongkong, 7th June, 1902. [50]

NOTICE.

WE have this day been appointed AGENTS FOR HONGKONG for the TAIWAN STONE AND SHELL LIME FACTORY, MACAU.

These Limes have been tested by experts, and found to be SUPERIOR TO ANY OTHER FOUND IN CHINA. All stones should be lime-washed with this Lime. It gives an colour of sweetness and lime varnish. It is a decided check on plague and other pestilent diseases, and it is invaluable for building purposes, having been tested and found to give 60 to 70 lbs. to the square inch breaking strength.

Orders will be received and testimonials can be seen and prices quoted on application to C. E. WARREN & CO.,

Hongkong, 16th June, 1902. [50]

PEPPERMINT AND CREME DE MENTHE GLACIALE.

GREEN & WHITE PEPPERMINT FROM GET FRERES

GREEN PEPPERMINT FROM BOLS

CREME DE MENTHE GLACIALE FROM BONARD

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1.75 NINETEENTH CENTURY CHESS BOOK

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SWAN FOUNTAIN PENS

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PARTS 1 TO 8 READY AT 50 CENTS EACH

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BATHING DRESSES AND DRAWERS.

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BATH BLANKETS.

BATH TOWELS.

THIN TROPICAL BLANKETS,

&c., &c., &c.

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SUPERB OLD COGNAC, \$23.75 PER DOZ.

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ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

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THE ELITE OF WHISKY—THE “PALL MALL,” \$21 PER DOZ.

11 Years old, the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL BLEND WHISKY, \$11.25 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS.

THEY ARE UNEQUALLED AT THE PRICE

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1697

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ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

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Superintendent ... ALFRED RITCHIE.

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Absolute purity can only be obtained by distillation. Avoid Typhoid

Cholera and other ailments by drinking Pure Water.

Only Pure Treble-Distilled Water is used in the Manufacture of

AQUARIUS.

No filter has ever been invented which can be relied on to catch the germs of Cholera; the real safeguard against danger of this kind is either to drink no water at all or to drink only distilled water.”—St. James's Gazette.

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INTIMATION

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LIMITED.

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As supplied to Royal and Imperial
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WATSON'S CELEBRATED

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COGNAC BRANDIES

of the Finest Quality.

CLARET, SHERRY AND PORT

AUSTRALIAN WINES

RAINIER BEER

The Finest Beer brewed in America."

STERATED WATER

Absolute Purity Guaranteed.

CIGARS, CIGARETTES, &c., &c.

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns
should be addressed to THE EDITOR.Correspondents must forward their names and ad-
dresses with communications addressed to the Editor
not for publication, but as evidence of good faith.All letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be
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Liber's

P.O. Box, 33. Telephone No. 12.

DEATH

On the 8th July, at No. 38, Quinlan Road,
Shanghai, AMELIA, the wife of Rev. D. F. Jones,
of Huiyang, American Bible Society.

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD. L.C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11th July, 1902.

THOUGH we have not yet received the complete Coronation Honours List (which appears to have been published by King Edward's expressed desire, although it was previously announced that it had been postponed) we have, in the list which we published yesterday from Ceylon papers, what must be the bulk of the orders and titles awarded. Most of those interesting most especially to the Far East have already been telegraphed out here, but in addition it will be seen that Admiral Sir E. H. Seymour has been appointed to the new order of merit, an honour which he shares in common with Lords Roberts, Wolseley, and Kitchener. Mr. A. B. Fremantle Mitford, the well-known Japanese scholar and diplomatist, has been created a peer. Colonel O'Moore Creagh, V.C., has received the C.B. With regard to Dr. Ho Kai and Mr. W. J. Archibald, about the exact nature of whose reward there has been some doubt, the telegrams to Ceylon state that both have been appointed Companions of the new Imperial Service Order. Less recently connected with the Far East, Admiral Keppel in his ninety-third year has received the now Order of Merit, an honour which all will be glad to see the veteran sailor enjoy. The same decoration has been granted to the Rt. Hon. W. H. Lever, the historian, Sir W. Huxley, the astronomer, and Mr. G. F. Watts, the painter. Lord Hopetoun has a marquise, and Lord Milner, Lord Churchill, one of the Conservative Whigs and Baron Colville of Culross, H.M. the Queen's Lord Chamberlain, have viscounties. The political and military awards are too numerous to go into here, but among the

others many of general interest will be noticed. Lord Minto, Canada's Governor-General, is accompanied in his entry among the Privy Councillors by Lords Kelvin, Lisier, Rothschild, etc. An anticipated grant is that of a baronetcy to Sir Thomas Lipton. So too was it expected that Mr. Charles Wyndham, the actor, would be knighted, but Mr. Buxton Tree does not, as was thought probable, share the distinction. Literature is recognised in the knighthoods conferred on Dr. A. Conan Doyle, the novelist who has laboured so hard to rebut the slanders on the British Army in South Africa, and Mr. F. C. Burnand, the editor of *Punch*. Painting has two honours in addition to that gained by Mr. Watts, the Presidents of the Royal Academy and the Royal Society of Painters in Water Colours, Sir E. J. Poynter and Mr. E. A. Waterlow being made baronet and knight respectively. In the Law, Sir G. H. Lewis becomes a baronet and Sir F. H. Jeune a G.C.B. The list we have before us is a lengthy one, but it will be seen that it is not complete. The higher placed members of the Government are not recognised, in spite of the semi-official reports which have been in circulation about the honour about to be theirs. It may therefore be concluded that when the actual Coronation takes place a further list will be published.Yesterday the British cruiser *Terrible* left for Weihsien.Professor Simpson, the sanitary expert, left by the *Kuangtung* for Kobe yesterday.

Dr. Clark, Medical Officer of Health, was absent from the Sanitary Board meeting yesterday afternoon through indisposition.

The British iron barque *Grasshopper*, of 516 tons register and 700 tons deadweight carrying capacity, is to be put up for auction in the harbour by Mr. Geo. P. Lammer next Friday, at 3 p.m.

The Japanese Legation in Paris has denied that Japanese officers commanded the Siamese force which invaded the neutral zone. We have yet to hear that a Siamese force did invade the neutral zone.

The prevalence of cholera in and about Kuching, Sarawak, at the beginning of the month was becoming very serious. The mortality per day was said to be fifty, and the total up to a thousand, mostly in the Malay kampongs. Water was getting short after a fortnight's drought, and things were looking grave.

At two o'clock on Wednesday afternoon a match was on Messrs. Butterfield & Swire's reclamation work at Quarry Bay caught fire, and in a few moments the flames had spread from one to another, until thirteen matchads in all were blazing. In twenty minutes the fire was over, not a single matchad of the lot being left standing. The damage amounts to \$2,500. The cause of the outbreak is unknown.

Four fresh fatal Chinese plague cases were reported up to noon yesterday, one body being found in Connaught Road West. The other deaths were from Uf Hing Lane, First Street, and Mongkok reclamation ground. By an error yesterday we stated that the Indian from the *Vedette*, who was admitted to Kowloon Hospital on the 4th inst., had died. We learn that he is living and that his temperature yesterday was normal.

The administration Report on Pahang for 1901 notes a slight improvement in revenue, which stood at \$433,552 against a growing outlay amounting to \$696,842. The State is heavily in debt with a loan account standing at nearly three and a half millions of dollars, mostly advanced by the State of Selangor. The total value of the import and export seaborne trade slightly increased to \$3,610,505. Little has been done in planting beyond experimenting with iaspis and coconuts. Tin-mining gave encouraging results, the output being 22,830 piculs against 18,720 piculs in the previous year. In Bentong, tin prospects looked brighter than ever. The output of gold was 23,918 ounces against 17,043 ounces in 1900. The Royal Australian Gold Mining Company increased its output by 50 per cent. Four other companies began to export gold for the first time in 1901. The task of administering the Government of Pahang is hampered by low pay, long hours of work, high cost of living and poor house accommodation. These check the flow of persons willing to join the Government Service.

It appears that the Straits Contingent for the Coronation was expecting too much of a good time in London and was disappointed with its accommodation. The Star tried to work up a sensation out of the complaints of some of the members of the force. Yet Lieutenant-Colonel the Hon. A. Murray told a Star reporter that the quarters for his men are a good deal better than he expected. "The inclemency of the weather has caused some inconvenience," he said, "but there is really nothing to complain of." Of the 100 men composing the detachment, 38 are British Volunteers, and these were quartered in the old Banqueting Hall, with the Sikhs and Chinese and other coloured soldiers of the King. "But the white Volunteers are to be put under canvas directly," said Colonel Murray. The Star representative found two of the volunteers who frankly grumbled. "I think they fancied we were all black," said one.

Our accommodation isn't seven-eighths as good as a barnock—we have travelled 13,000 miles to be treated worse than Tommies. We have got friends in England, you know," this dissatisfied guest went on, "and we expected to get leave to go and see them." The grumbling whites agreed that the Banqueting Hall was good enough for blacks. So that it seems that the white volunteers were looking for a picnic.

Mr. T. H. Whitehead was due to arrive in London on Wednesday.

The Hon. T. B. Macaulay of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation in the funds of the Hospital:—Hongkong Government, \$300.

The *Astrea*, cruiser, which was paid off out of commission at Chatham, has been placed in the B Division of the Fleet Reserve. The *Orlando*, cruiser, in charge of Com. P. H. Colombe, was not to be put out of commission until after the Naval Review.

Several cab-drivers have been fined 5s. each at Johannesburg for carrying Indian coolies' fares, says a home paper. What a fine chance of increased revenue the authorities here are missing by not "running in" every coolie found riding in a ricksha!

The French *Chargé d'Affaires* in Tokyo, M. Duboi, has been appointed to succeed the French Minister in Peking, M. Bear, the new Governor-General of Indo-China. M. Deloncle, according to a Paris telegram, has complimented M. Donnouer for having chosen M. Bear for the post of Governor of Indo-China. M. Bear has been summoned to Paris and will proceed thither after his visit to Saigon.The Belgian Ministerial organ, the *Journal de Bruxelles*, says that certain journals have stated that Belgium has protested against the arrangement made by China and England for the restoration to China of the Peking-Shantung railway. They attach to this protest a meaning which it does not possess, and are mistaken as to the motives which inspired it. Belgium confined herself to claiming the execution of the engagement entered into by Li Hung-chang to apply exclusively to the Belgian company, the Société d'Etude des Chemins de Fer en Chine, for the construction of the line from Fuchengfu to Tientsin.The Belgian Ministerial organ, the *Journal de Bruxelles*, says that certain journals have stated that Belgium has protested against the arrangement made by China and England for the restoration to China of the Peking-Shantung railway. They attach to this protest a meaning which it does not possess, and are mistaken as to the motives which inspired it. Belgium confined herself to claiming the execution of the engagement entered into by Li Hung-chang to apply exclusively to the Belgian company, the Société d'Etude des Chemins de Fer en Chine, for the construction of the line from Fuchengfu to Tientsin.

Lord Hawke has received an invitation from the New Zealand Cricket Council, asking him to visit that colony as a spectator in the winter. The stipulation is that every member of the team must be a bona-fide amateur. Travelling and hotel expenses will be defrayed by a guarantee fund now being raised in New Zealand, but beyond this the cricketers will receive nothing. The trip will be more in the nature of a holiday than anything else, not more than about nine matches being played, two or three of which will be against a combined team representing New Zealand. Lord Hawke has not definitely decided whether he will be able to spare the time for the trip.

An Australian telegram of the 16th ult. says: General De Wet has just been making some interesting statements to an interviewer. He says that during the prolonged guerrilla warfare the Boer commandos made it a rule never to camp in the same spot two nights in succession, and that the Boer system of signalling was so perfectly organised that every movement of the British troops was known to every Boer within a radius of seventy miles on the same day on which it was made—frequently within a few hours. With regard to the charges of cruelty made against himself, he admits having used sjambok upon his own men on more than one occasion, and defends his action on the ground that its moral effect is to scare the troops and that its discipline points of support and of naval history."

A correspondent writes to a home paper: "The average person brought up to think of cost in the unit of his country, finds, in moving to a land where the unit is higher, that it takes months, sometimes years, to adjust his ideas. An American, accustomed to think in dollars, will spend a pound for something which he would not have bought had it been priced in dollars. On the other hand, on the Continent, will not purchase at 25 francs that which he would have bought for five dollars. As he stands in a shop, with some desired article in his hand, the sound of 'one pound' is not half so deterrent as the sound of 'five dollars,' and 'twenty-five francs' is quite alarming to the ear. No doubt a monetary unit of small value makes for economy in a nation." According to this new arrival in Hongkong should be very chary of spending their money—unless they have been accustomed to thinking in shillings rather than pounds.

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A correspondent writes to the *Daily Chronicle*: "Your suggestion that Colonel Lynch's military record in South Africa may be akin to the adventures of de Ruytemont is worthy of consideration. A search through the Times index during the war fails to find any reference to an Irish Brigade, except a quotation from an Irish paper in which an Irish Parliamentary candidate, Macbride, claimed to have commanded such a body, and named some officers of it—among whom there is no Lynch. Further, I have never heard of any Boer officer bearing the rank of colonel—except Lynch. Again, Lynch was lecturing in America on his adventure during the war at the stage of that campaign in which the Boers could hardly have spared a single man—not even Lynch. Lastly, I find no evidence whatever for the existence of a second regiment of any Irish Brigade—except that of Lynch."

According to an Ottawa despatch, from the beginning of the South African war until peace was declared Canada contributed 8,000 troops, rank and file, in six contingents, to the mother country, but expended some \$4,000,000 of her own money in this connection. Of the Canadian troops which saw service in South Africa 230 perished. The proclamation of peace continues the despatch, makes no difference to the Canadian soldiers, numbering some 500, now in South Africa, for it is the opinion of the military authorities at Ottawa that they will be held for active service until the expiration of their term of enlistment. Military men here, especially those who have served in the war, hold that the proclamation of peace will not immediately bring about a cessation of the fighting. Small irregular bodies, it is maintained, will continue hostilities in many places in the country, requiring a large and active body of British troops to maintain order and insure protection to life and property. The services of the Canadians, who have made a record for pluck and fighting and are said to be more respected by the burghers than any other portion of the British Army, will be particularly required.

The quarantine office at Bransford* has extended the sanitary control on all ships arriving from China on account of the cholera prevailing in Shanghai.

At the request of the Viceroy of Chihli, the Japanese Government has recommended Mr. Fuji, President of the Osaka Commercial Museum, for the post of adviser to the Engineering Bureau of Chihli.

Preparations are being made in England to welcome Lord Kitchener on his return home from South Africa. It is expected that the Prince of Wales, the Duke of Connaught and Earl Roberts will meet him on his arrival in England.

"Boys are quite well. Preparatory School is free. Boys' School has cases of ptomaine poisoning. Girls' School is free."

The three schools referred to all belong to the China Inland Mission; only one the Boys' School, being affected by the poisoning. The boys referred to in the first sentence above are those of Mr. A. H. Mansell, Secretary of Messrs. Watson & Co.—ED. D.P.]

TELEGRAMS.

THE PTOMAINE POISONING AT CHEFOO.

A telegram dated Chefoo, 10th July, has been kindly handed to us by Messrs. A. S. Watson & Co., Ltd., to the following effect:

"Boys are quite well. Preparatory School is free. Boys' School has cases of ptomaine poisoning. Girls' School is free."

[The three schools referred to all belong to the China Inland Mission; only one the Boys' School, being affected by the poisoning. The boys referred to in the first sentence above are those of Mr. A. H. Mansell, Secretary of Messrs. Watson & Co.—ED. D.P.]

REUTER'S SERVICE.

LONDON, 8th July.

ACCIDENT TO MR. CHAMBERLAIN.

A bulletin issued from Charing Cross hospital at midnight says that Mr. Chamberlain is suffering from a scalp-wound, but is free from pain and comfortable. There is no concussion.

LADYSMITH DESPATCHES—BULLETIN

General Buller, with the authority of the War Office, has published the Ladysmith despatches. They show that he commanded the abandonment of Ladysmith after the failure at Colenso, but that Lord Lansdowne advised another attempt being made to relieve the town, and further that General White refused to make terms with the enemy. The newspapers unanimously say that General Buller is well-considered.

LONDON, 8th July.

THE KING'S PROGRESS.

This morning's bulletin states that His Majesty's progress is all that can be desired.

THE CORONATION.

The Times has every reason to believe that the Coronation of Their Majesties King Edward and Queen Alexandra will take place in August.

Bentley understands that the King himself is pressing forward the Coronation.

THE CAFE PARLEMENT.

The re-assembling of the new Parliament is summoned for the 20th instant.

MR. CHAMBERLAIN.

Mr. Chamberlain is still in hospital.

THE CROWN PRINCE OF SIAM.

The Crown Prince of Siam has arrived in Paris.

OBITUARY.

The Earl of Arundel and Surrey, son of His Grace the Duke of Norfolk, is dead.

THE HONGKONG AND WHAMPOA DOCK CO. LIMITED.

The following copy of correspondence which has passed between certain shareholders of the Hongkong & Whampoa Dock Co., Ltd. and the directors of the company has been sent to us for publication:

TO THE DIRECTORS OF THE HONGKONG AND WHAMPOA DOCK CO., LTD.

Hongkong, 14th July 1902.

GENTLEMEN.—It having come to our knowledge that negotiations are now in progress between yourselves on behalf of the Company, and the Government, with a view to acquiring a site for the proposed new dock, and that the Government of Hongkong want the site on certain conditions, we beg to respectfully submit the following regard to the Government, which will be necessary to carry out such a scheme, before a final decision is come to and the Company definitely committed to a particular course, shareholders should be given an opportunity of discussing the project in its entirety.

We would add that even were the Government prepared to waive its conditions, which would make the terms acceptable to you, still the shareholders ought to have an opportunity of discussing the pros and cons before the purchase is decided upon. We are, gentlemen, yours faithfully,

[Here follow signatures.]

Hongkong & Whampoa Dock Co., Ltd.

Sir,—I beg to acknowledge receipt of your letter of the 14th instant, signed by yourself and other shareholders interested in the Board of Directors of this Company, which was read at to-day's Board Meeting, and in reply, I am instructed to inform you that it has never been the intention of the Directors to submit the Company to extending the present dock accommodation without first submitting their proposals

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday in the Board Room. Present—Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Hon. W. Chatham, Director of Public Works; Lieutenant-Colonel Hughes, R.A.M.C.; Mr. C. M. Messer, Acting Registrar-General; Mr. E. Osborne, Mr. Fung Wa Chun, Mr. Lau Chupak, and Mr. G. A. Woodcock (Secretary).

PLAQUE PREVENTION—INSPECTION OF VESSELS.

Further correspondence was submitted relative to Professor Simpson's memoranda on plague prevention.

The Secretary in committing the memoranda to the Colonial Secretary stated that the Board had resolved to inform the Government that a more thorough inspection of the shipping would be ensured by the adoption of Professor Simpson's recommendation that the two or four boarding officers be appointed to board all ships and junks coming from the Chinese coast, the West River and neighbourhood (not including the waters of the Colony), and that unless a medical officer is carried, every such vessel should be visited by one of the Port health officers before pratique is granted, if the boarding officer finds that there has been any sickness, whatever or any death during the voyage; and further that the Canton and Macao passenger steamers should be encouraged to carry properly qualified native doctors during the first six months of each year who would be required to report any case of sickness that may occur on board during the voyage and to give facilities for the removal of such patient to hospital, thus avoiding detention of the vessel for the visit of the boarding officer and the medical examination of the passengers.

The Colonial Secretary wrote—“By the Canton and Macao passenger steamers does the Board mean the vessels of the Hongkong, Canton and Macao Steamboat Co. that run to Canton and the various launches that run to Macao as well?”

The Principal Civil Medical Officer minutely—“I understand that this was applied only to the Hongkong, Canton and Macao Steamboat vessels. Will members please state if this is so?”

Colonel Hughes minutely—“I understand the recommendation was to apply to all steamers and other craft trading between Hongkong, Canton, Macao, etc.”

Mr. E. Osborne minutely—“To all vessels alike. It would be most unfair to apply the regulations to the Hongkong, Canton and Macao Steamboat Co. only.”

The Medical Officer of Health minutely—“The inquiry refers to the ‘encouragement’ as to the carrying of Chinese qualified doctors. This will only be done by the large river steamers, so that there is no question of unfairness, of course, as steamers that carries a doctor would be exempt from detention, but the small ones would sooner wait than pay for a doctor, I should imagine.”

The President—The question is whether this is to apply to all steamers coming from Canton or only to the vessels of the Hongkong, Canton and Macao Steamboat Co. In the minutes of the Board it is stated that vessels should be encouraged to carry qualified medical doctors. I think it is quite impracticable for the smaller steamers to carry doctors.”

Mr. Osborne—They could be supervised.

The President—Yes, but I think that the Board meant this to apply only to cargo vessels. Of course the steamers not carrying doctors will be examined when they arrive in the port by the port officers.”

Mr. Osborne—The recommendation is I understand it is the passenger-traffic from Canton should be as supervised as every vessel. In fact, coming from Canton, those vessels will not be examined. That seems to me to be the sum and substance of the recommendation—if the small steamers choose to carry doctors, I should allow them to do so and put them on the same terms as the bigger steamers.”

Mr. Lau Chupak—Will the small launches running to Macao have to carry doctors?”

Mr. Osborne—No, but they will have to undergo detention and inspection when they arrive. The intention of the Board was to encourage the carrying of doctors. I do not think it was the intention to make any particular steamers carry doctors, the encouragement would be that they would not suffer detention when they arrived if they carried a doctor.”

Mr. Fung Wa Chun—Is it not the case that we found no cases by inspection of steamers on arrival? We had inspection but never found any cases.”

Mr. Osborne—It was not thorough.

Mr. Fung Wa Chun—In 1895 cases were discovered on the Macao steamers.”

Mr. Fung Wa Chun—Yes, one or two cases. I do not see why owners of steamers should put to this extra expense of carrying doctors. I do not think we should derive much good from them.”

Mr. Osborne—It is one of Professor Simpson's recommendations, and it is not our place to carry them out. I move that a reply be sent to the Government to the effect that every vessel arriving from Canton and Macao should be thoroughly examined, excepting those that choose to carry medical officers.”

The President—That is when these places are infected with plague.”

Mr. Osborne—Certainly.

Colonel Hughes—Seconded.

The President—Ships that carry doctors will simply go to the quarantine anchorage and wait—say, and will not be detained any length of time.”

The motion was carried by 8 votes to 1. Mr. Fung Wa Chun voting against.

CONTRAVENTION OF BY-LAWS.

The President, in the absence of Dr. Clark, moved the following motion—“That the Board depute Inspector Frank Allen to institute summary proceedings before a Magistrate against any person contravening any of the By-laws made under Section 13 of the Public Health Ordinance No. 13 of 1901, when so instructed by the Medical Officer,” to which the following minute was appended—“Inspector Allen, having been promoted to the first class, has been placed in charge of the line-washing of tenement houses, and the above resolution is required under Section 27 (2) of the Public Health Ordinance to enable him to deal with by-laws of the By-laws governing ‘Domestic Cleanliness and Ventilation.’” The Director of Public Works seconded, and the motion was carried.

SEWER GRATES.

Further correspondence was laid on the table relative to the removal of the iron gratings over the sewers and storm-water gratings.

The Secretary had informed the Government that the Board had decided to recommend that the wire-netting be not removed until gratings for other contrivances with small interstices be substituted for the present gratings.”

The Director of Public Works wrote to the Colonial Secretary as follows—“I hope it is

realised that the retention of the gratings may lead to very serious consequences. With the streets on so steep a slope as they are to the south of Queen's Road, the water rushes down during heavy rainstorms, with great force. Being unable to escape by the gratings provided for the purpose, on account of the gratings, the volume is sufficient to cause serious damage. If through any cause one of these streams were to impinge on the wall of a house, it is quite possible, in my opinion, that the house might be demolished, provided the rainstorms were of sufficient duration. I observed the effects of the recent rains on Austin Road, Kowloon, where the water as it accumulated washed out the surfacing to an increasing width alongside the gutter-channel and finally discharged along the top of Macdonnell Road into the Harbour. Apart from the expense of restoring the roads, there is every chance of some serious accident being caused by the washing out of holes in them during heavy storms. I submit that I cannot be held responsible for the condition of the roads or for any such accident as may occur, if the gratings are to be retained.”

The Colonial Secretary asked—“Can narrow-grated gratings be submitted? If so, at what estimate of cost?”

The Director of Public Works replied in the following letter—“The narrow-grated gratings form part of my imported gully, as suggested by the Board. As everyone knows, there is not the slightest use in declaring Tientsin when all ships come from Tongku or Taku. They do not come from Tientsin at all, except a few very small ones. The gilders of Tientsin, and Tongku is the port of Tientsin. Tongku is just outside in the Bay, and although there may not be any cholera at Tongku and Tongku still the people coming from Tientsin come through these ports, either by boat down the river or by rail. It is Tientsin we want to guard against, yet although ships might come from Tongku or Taku loaded with passengers or cargo from Tientsin, and seeking with doctors we could take no steps to protect ourselves against them.”

The President—We cannot declare them infected until we have information to that effect. Our information at present is that there is no cholera at Tongku or Taku.”

Mr. Osborne—It is just a case like that of Shanghai; although Shanghai is declared infected, you could not inspect ships from Woosung.”

The Director of Public Works—I think the Government might be asked if any steps could be taken to carry out Mr. Osborne's suggestion. It seems perfectly sound that this step should be taken; I do not know whether it is practicable or not.”

This proposal was unanimously approved of.

ANALYSIS OF WATER.

A report was laid on the table showing that Mr. E. Brown, Government Analyst, had analysed water from the Kowloon, Tytan, Pokfulam, and Cheung Sha Wan services; the results in each case showed that the water was of excellent quality.

FOOD AND DRUGS ORDINANCE.

A report was laid on the table which showed that Mr. F. Browne, Government Analyst, had during the quarter ended 30th June examined 2 samples of bread and found both genuine; 1 loaf, genuine; 2 gins, genuine; 4 milk, 3 genuine; 3 whisky, genuine.

THE DEATH-RATE.

The mortality statistics showed that the death-rate during the week ended 14th June was 27.8 per 1,000 of the population per annum, as against 26.9 in the previous week and 44.4 in the corresponding week of the previous year.

This was all the public business.

FOOCHOW.

The following items are from the *Foochow Echo* of the 5th inst—

The reaping of the first crop of rice commenced in the large plains between the city and Kuan-han this week, and the report of the crop is that it is a full yield of good quality.

Almost all the ladies and children of Foochow are now at Kuan-han for the season; the few still remaining at home would doubtless have been there by this time but for the cool weather of the past week.

The reduction of the tea-duty coupled with the decline in sterling exchange appears to have acted as a stimulant to the trade, the export to Europe from this port amounting to 5,592,269 lbs. to date, against 3,854,412 lbs. at the corresponding date last year.

A most successful concert was held in the Foochow Club on Friday the 27th ult. which showed that however small our port may be, it contains its fair proportion of talent. Although the programme was short, consisting only of eight numbers, the appreciation of the audience was so marked that almost every item was encored.

The rumours current here last week of troubles at Hing Wa were not without foundation. What occurred however was not at Hing Wa itself but at Sien Ju, a city in the Hing Wa prefecture. The troubles arose through discontent about the increased taxation demanded by the mandarins, and at one time they were regarded as rather serious. But when we regard to what the people in their indignation scored to take away any of the property or goods found in the houses, but, gathering it all together, made a heap of it and set fire to it, watching it till all was reduced to ashes. It does not appear that any of the yamen were attacked, and it is reported that the chief magistrate fled for his life. The reason of the people having attacked the houses of the gentry only, was because it was supposed that the taxes had been farmed by the gentry and that they were endeavouring to enrich themselves at the expense of the poor people. At first the rioters were beaten off by the churches and the mission houses in Sien Ju City, but the majority of the people were opposed to their doing this, and so no harm was done beyond the front occasioned to the ladies who happened to be on the spot or were working in the district. After the troubles were over a proclamation was issued warning the people against interfering with the missions or the missionaries.

The district has now assumed its normal peaceful condition.

Mr. Osborne—Sir, I beg to move as an amendment that the Government be asked to haggle these nettings or attempt to get over the difficulty in some other way than by removing them.

Lieut.-Col. Hughes—I beg to second. I also am greatly opposed to doing away with these grates. We recommended these nettings last year when we were taking every precaution to fight the plague in the coming season, and it was only after very mature consideration that the Board agreed to have them put up. Personally, I think myself they have done good service in the present case. The rat plague is a serious pest in Hongkong, and I believe these grates have done that, and I believe they would never be closed, and if they could so easily be operated than even a rat could push them open and get out if it wished to do so.

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Mr. Osborne—Sir

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.
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Liber's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS
WANTED.

A N ASSISTANT ELECTRICAL ENGINEER.
Apply by letter only, giving Copies of References, to—
MANAGER,
Hongkong Electric Co., Ltd.
Hongkong, 11th July, 1902. [1805]

SITUATION WANTED.

A YOUNG ENGLISHMAN, with three years experience in Mincing Firms, offers his services to any local firm or abroad at very moderate terms.

Apply to—

"CLERK,"
Caro of Daily Press Office,
Hongkong, 11th July, 1902. [1806]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-MORROW (SATURDAY),
the 12th July, 1902, at 11 A.M., in
MONMOUTH-ROW, Yau-nam-
TUAN.

**THE WHOLE OF THE MACHINE-BY,
GEAR, &c., of the YUEN HING CHEUNG
Engineering Establishment.**

Now on View.

TERMS—Cash on delivery.

TERMS—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 4th July, 1902. [1853]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

FOR ACCOUNT OF THE CONCERNED,
TO-MORROW (SATURDAY),
the 12th July, at 2.30 P.M., at their SALES-
ROOMS, 20, Des Voeux Road,

**SUNDAY HOUSEHOLD
FURNITURE,**
Comprising—

**DOUBLE and SINGLE IRON BED-
STEADS, TEAKWOOD SIDEBOARD,
FOLDING and A.M. RICAN BEDS,
CUTLERY, PICTURES, TOAST RACKS,
CARVERS, CRUETIS, MONEY BOXES,
TRAVELLING BAGS and TRUNKS,
GLASSWARE, NOOCHOW LAC-
QUERED TEAFOYS;**

Also

23 Cases WHITE and COLOURED HAND-
KERCHIEFS, 1,000 AERATED WATER
BOTTLES, 2 IRON TANKS, 1 CROQUET
SET, 1 RIFLE, 1 PIANO, 2 SADDLES
and BRIDLES COMPLETE;

And

1 TEN-BORE FOWLING PIECE by
Corgall and Harrison, London, and 1
GOERTZ TRILLER PRISM BINOCU-
LAR.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 11th July, 1902. [1807]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

FRIDAY,
the 18th July, 1902, at 3 P.M.,
ON BOARD THE
BRITISH IRON BARQUE
"GROSVENOR"

(Registered 518 Tons),
as she now lies in Hongkong Harbour, with all
her MASTS, SAILS, RIGGING, CABLE,
GEAR, APPURTENANCES, STORES,
&c., &c.

IN ONE LOT.

Length 165 feet; beam 28 feet; depth of
hold 7 feet 3 inches. Carrying Capacity 700
Tons deadweight.

The Vessel has been recently fitted with
NEW SET OF SAILS, NEW TOP GALLANT-
MASSES, NEW JIBBOOM, &c.

The Vessel to be at Purchaser's Risk on fall
of Hammer, when one-third of purchase money
is to be paid.

A Liasant will convey intending purchasers
leaving Blake Pier at 2.30 P.M., on date of
Sale.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 11th July, 1902. [1808]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KIAUTSCHOU,"

OF THE HAMBURG-AMERICA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 16th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 15th and THURSDAY, the 17th July, at 9.30 A.M.

All Claims must reach us before the 24th July, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

**NORDDEUTSCHER LLOYD,
MELCHERS & CO., Agents.**

Hongkong, 9th July, 1902. [1809]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA,"

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY, the 10th inst.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

E. H. HEWITT,

Superintendent.

Hongkong, 10th July, 1902. [1810]

NEW ADVERTISEMENT

BAACHELOR having SMALL HOUSE would like to Share same with another.

Apply—
BACHELOR,
Caro of Daily Press Office,
Hongkong, 11th July, 1902. [1804]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

TG-DAY (FRIDAY),

the 11th July, 1902, at NOON, at Yau-nam-

TUAN.

In the Supreme Court of Hongkong (Admiralty Jurisdiction), Actions Nos. 4 and 5 of 1902. The Owners of the S.S. "KATE" against the SAN HOP CHEUNG'S JUNK with her Appurtenances, as she now lies off Yau-nam-tu, under a Commission of Sale issued in the above Actions on the 1st day of July inst.

A Steam Launch will leave Blake Pier to convey intending Purchasers.

TERMS—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 4th July, 1902. [1853]

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the 12th July, at 11 A.M., in
MONMOUTH-ROW, Yau-nam-

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IN ONE LOT.

Length 165 feet; beam 28 feet; depth of
hold 7 feet 3 inches. Carrying Capacity 700
Tons deadweight.

The Vessel has been recently fitted with
NEW SET OF SAILS, NEW TOP GALLANT-
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The Vessel to be at Purchaser's Risk on fall
of Hammer, when one-third of purchase money
is to be paid.

A Liasant will convey intending purchasers
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Sale.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 4th July, 1902. [1808]

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Hongkong, 4th July, 1902. [1808]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

FRIDAY,
the 18th July, 1902, at 3 P.M.,
ON BOARD THE
BRITISH IRON BARQUE
"GROSVENOR"

(Registered 518 Tons),

as she now lies in Hongkong Harbour, with all
her MASTS, SAILS, RIGGING, CABLE,
GEAR

HONGKONG
BUSINESS DIRECTORY.
BOOKBINDING

DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work
FURNITURE WAREHOUSEMEN

A. CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastern's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40
Walton's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHER

M. MUMAYA, JAPANESE ARTIST.
Bromide and Cyanotype Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

PRINTING

DAILY PRESS" OFFICE.
Printed by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors. Shipchandlers, Sail-
makers, Provisions and Coal Merchants.
Private Residence, 147, Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors. Ship Chandlers,
Provisions and Coal Merchants. Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisions,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & SELMUND,
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Builders, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Compositions ("Gray-
hound," "Brand") and Blundell's
Spence & Co.'s Composition

WATCHMAKERS

DROZ & CO.,
16, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

PUBLIC COMPANY
THE FUNJON MINING COMPANY,
LIMITED.

IN Accordance with Articles Nos. 26 and 27
of the Articles of Association of the
Company, NOTICE IS HEREBY GIVEN
that the following Shares will be liable to be
FORFEITED unless the Call due on the
16th day of November, 1901, be paid, together
with INTEREST at 10 per cent. per Annum,
at the Office of the Company, No. 17, Beacons-
field Arcade, on or before the 25th day of July,
1902.

The following are the distinguishing Num-
bers of the Ordinary Shares:

71/170 1271/1370 2550/2583
31/343 1233/1244 1581/1640
655/661 874/885 1026/1031
046/0518 0919/10018 1170/11753

1272/1287 1244/12493 1263/12636
1269/12706 1400/14012 1526/15282
1567/15700 1595/1684 1732/17445
1904/19133 1913/1913 1914/19233
1924/19.67 2140/21416 2141/21410
1423/21447 2157/21590 2210/22121
2224/22241 2289/22946 2294/22971
2297/22999 2299/23010 2306/23060
2309/24096 2409/24146 2417/24246
2429/24346 2470/24806 2467/24806
2511/25143 2514/25143 2519/25143
2514/25508 2561/25643 2564/25648
2650/26523 2652/26548 2671/26720
2703/27058 2817/28333 2817/28333
2815/28914 3105/31114 3184/31883
2876/28903 3115/31164 3405/34077
3402/34741 3409/34541 3432/34541
3459/35693 3584/35801 3589/35801
3594/35991 3601/36091 3614/36106
3616/36156 3697/36730 3682/36830
3684/36878 3687/36893 3714/37110
3734/37383 3734/37403 3742/37508
3767/37733 3812/38163 3814/38163
3826/38272 4054/40603 4074/40733
4074/40903 4137/41378 4137/41428
4170/41728 4172/41740 4300/43430
4467/44874 4467/44870 4467/44876
4544/45407 4551/45527 4610/46124
4615/46174 4690/46869 4620/46829
4680/46829 4696/46990 4707/47125
4720/47228 4728/47250 4740/47539
4740/47504 4765/47585 4780/47804
4785/47874 4790/47914 4800/48114
4811/48130 4814/48140 4820/48218
4823/48242 4825/48267 4836/48392
4944/49491 4949/49502 5030/50079
5008/50139 5028/50279 5028/50279
5029/50129 5032/50279 5032/50279
5163/51829 5194/51971 5195/51952-5
5526/55200 5529/55240 5531/55390
5539/55490 5590/55920 5594/55908
5599/56010 5710/57201 5708/57236
0763/07736 5732/57505 5771/57814
5832/58321 5834/58350

W. KELPOOT HUGHES,
Acting Secretary.
Hongkong, 8th July, 1902. [1880]

A NEW MAGAZINE
(To be Published Quarterly),
"THE EAST OF ASIA,"
JUST ISSUED.

CONTAINING Articles of Special Interest,
Profusely Illustrated, descriptive of the
People, Customs, &c., of the Far East.
Price 50c.
At Messrs. KELLY & WALSH, LTD.
Hongkong, 5th March, 1902. [1919]

PORTLAND CEMENT.
J. B. WHITE & BROS.

SOLE AGENTS FOR HONGKONG—
ALEX. ROSS & CO.
Hongkong, 1st May, 1902. [1859]

DAVID C. CORSA & SONS
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPOLING
ARNHOLD, KARBERG & CO.
Sole Agents.

INSURANCES

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phenix Fire Office,
Hongkong, 17th August, 1897. [128]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
CAPITAL 24,000.

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.

Hongkong, 10th May, 1902. [142]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [118]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
ESTABLISHED 1836.

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.

Hongkong, 3rd June, 1902. [1573]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SIEMSSON & CO.,
Agents.

Hongkong, 10th May, 1892. [192]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSSON & CO.,
Agents.

Hongkong, 20th May 1895. [27]

SALAMANCA PLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at Current
Rates.

SEIMSSON & CO.,
Agents.

Hongkong, 1st November, 1872. [25]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at Current
Rates.

HOTZ, JACOB & CO.,
Agents.

Hongkong, 2nd April, 1900. [1829]

NOTICE.

WE have this Day been appointed
AGENTS of the MANCHESTER
ASSURANCE COMPANY, and are prepared
to ACCEPT Risks at Current Rates.

ALEX. ROSS & CO.,
Agents.

Hongkong, 1st July, 1902. [1829]

NORTH BRITISH AND MERICAN
TILE INSURANCE COMPANY.

The Superintendent of the only establishment
producing liquid air commercially reports a
weakly consumption of 160 gallons at the
present time. The carriers are so well insulated
that a gallon will not wholly evaporate under
about a month, and recent improvements have
largely diminished the loss from their fragility.

The modern system of liquefaction yields a
pound of liquid air per pound of cost used. As
a source of power, a supply of 17 gallons will
drive an automobile 50 to 60 miles, and, while too
costly for stationary engines, the substance will
be useful for submarine and aerial navigation.
Other possible uses, of course, are numerous.

The coherer of Branly, upon which wireless
telegraphy depends, is a tube of metallic
filings, whose resistance to an electric current
is varied by the transmitted waves.

A new and more sensitive and durable coherer
of the same inventor consists of a tripod
of iron or other metal with rusted feet
resting upon a polished steel plate.

The colour-blind, those in whom the perception
of light is normal, but with a defect in the
distinction of colour, are divided by Mr. F. W.
Edridge-Green into classes based on a theory
of colour evolution. A patient almost totally
colour-blind in one eye has given an unusual
opportunity for study, and the spectroscope has
proven that he can just perceive the red and
the violet of the opposite ends of the spectrum
even these being diluted with the grey that
takes the place of all intermediate colours. This
is what should be expected, the colours of greatest
and least wave-length being first separated.

Other cases demonstrate further the in
possessive defect, of color-blindness in green at
the middle of the spectrum—appears next, then
yellow, then blue and finally orange, completing
the series. The colour-blind, therefore, are
classified in accordance with the number of
primary colours recognized. If the normal
sighted be called hexachromic, those who see
five colours are pentachromic and others are
tetachromic, trichromic, and dichromic. The
totally colour-blind being monochromic.

CONTENTS.

The Code contains 890 pages of 75,000
ciphers; 65,000 have sentences, and 10,000 are
blank, enabling the addition of private phrases
under their proper headings.

DIRECTORY OF USERS.

LIEBER'S MANUAL, published every three
months, contains a revised list of those using
the Code. NO OTHER CODE FURNISHES SUCH
A LIST.

BEST EXTANT.

That LIEBER'S CODE is recognized as the best
ever offered to the public is shown by the
following houses, who have unanimously
elected it in preference to all others:

HONGKONG AND SHANGHAI BANKING
CORPORATION.

CHARTERED BANK OF INDIA, AUSTRALIA
AND CHINA.

RUSSIAN CHINESE BANK.

JAEDINE, MINTREBON & CO.

ARNHOLD, KARBERG & CO.

CHINESE ENGINEERING CO.

HONGKONG DAILY PRESS."

LIEBER CODE CO.

2 & 4, Stone Street, New York;

20, Bouverie Street, London, E.C.

Hongkong, 25th November, 1901. [1889]

SCIENTIFIC MISCELLANY.

RADIOGRAPHY WITHOUT APPARATUS—OCEAN
SOUNDING BY BALLOON—OUR COURSE IN
SPACE—COMING NOVELTIES—USE OF LIQUID
AIR—THE NEW COHERER—COLOUR BLIND-
NESS—CEMENT SLEEPERS—CARBURETTED
ACETYLENE—BACTERIA AND NUTRITION—
FUEL AFTER COAL—CALLING MOSQUITOES.

Radium, the most active of the three new
elements emitting invisible radiations, has been
proved by Prof. Geo. F. Parker to be a cheap
and efficient substitute for X ray apparatus
for photographing internal parts of the body.
When the hand was placed between the metal
and the sensitive plate, a picture showing the
bones was taken in half a minute. Aside from
this valuable property, radium, rays not like

Roentgen rays in producing phosphorescence
and discharging electrified bodies. Radium is
one of the greatest of puzzles on account of its
anomalous expenditure of energy without
appearing to lose any or to receive any from
the sunlight or other source.

The somewhat novel use of balloons for
hydrographic surveys has been tried at the
suggestion of two French engineers. It is well
known that shallow and rocky in water
can be seen from an elevated point directly
above them, and the seafarant save much time
by picking out the shoals on dangerous coasts.
These spots are then further studied by the
usual soundings.

The sun, drawing its attendant planets, is
sped through space at the rate of 8 to 12
miles a second. Its path is often supposed to
be orbital, and to extend around the cluster of
stars known as the Pleiades in a period of
millions of years. From observations on 250
stars, studying their approach or recession
with the spectroscope, Prof. W. W. Campbell
has placed the point toward which we are now
heading in the constellation Hercules, nearly
19 deg. south of Alpha Lyra or Vega.

The sun, drawing its attendant planets, is
sped through space at the rate of 8 to 12
miles a second. Its path is often supposed to<br

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf are marked 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

SECTIONS:

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	PLATE & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON	SHANGHAI	Brit str.	—	G. Spicer	P. & O. S. N. Co.	To-day, at Noon.
LONDON, &c. via PORTS OF CALL	BENGAL	Brit str.	—	A. L. Valentini	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON	SARPEDON	Brit str.	—	—	BUTTERFIELD & SWINE	On 22nd inst.
LONDON & ANTWERP via SUEZ CANAL	BERENICE	Brit str.	—	Clark	GIBB, LIVINGSTON & CO.	On 17th inst.
LONDON	ULYSSES	Brit str.	—	—	BUTTERFIELD & SWINE	On 5th August.
LONDON & ANTWERP	TELEMACHUS	Brit str.	—	—	BUTTERFIELD & SWINE	On 18th August.
LIVERPOOL DIRECT	IDOMENUS	Brit str.	—	—	BUTTERFIELD & SWINE	On 13th inst.
MARSEILLES, LONDON & ANTWERP, v. SPOKE, &c.	SADO MARU	Jap str.	—	W. Thompson	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, &c., via PORTS OF CALL	ERNEST SIMONS	Fren str.	—	Dupuy Fromy	MESSAGERIES MARITIMES	On 14th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP v. SPOKE, &c.	KAWACHI MARU	Jap str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
HAVRE BREMEN & HAMBURG	SACHSEN	Ger str.	—	W. Franko	MILCHERS & CO.	On 24th inst., at Noon.
HAVRE & HAMBURG	SAMBIA	Ger str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE & HAMBURG	SILESIA	Ger str.	—	Bahls	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	C. FRED LABEZ	Ger str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 14th August.
HAVRE & HAMBURG	WURZBURG	Ger str.	—	von Binsen	HAMBURG-AMERIKA LINIE	On 22nd August.
HAVRE & HAMBURG	KONIGSBERG	Ger str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ANDALUSIA	Brit str.	—	von Dohren	DODWELL & CO. LIMITED	On 24th September.
HAVRE & HAMBURG	BRABANT	Brit str.	2 m.	—	JARDINE, MATHERN & CO.	On 10th inst.
HAVRE & HAMBURG	INDAMAYO	Brit str.	—	—	GIBB, LIVINGSTON & CO.	On 15th August.
HAVRE & HAMBURG	BADENORSHIRE	Brit str.	—	Thompson	SHEWAN, TOME & CO.	On 31st inst.
HAVRE & HAMBURG	BENCLUCH	Brit str.	—	Davis	REUTER, BROCKELMANN & CO.	On 25th inst.
HAVRE & HAMBURG	COMET	Brit str.	—	—	CARLOWITZ & CO.	On or about 15th August.
HAVRE & HAMBURG	VERONA	Brit str.	—	—	SHEWAN, TOME & CO.	On 16th inst., at Noon.
HAVRE & HAMBURG	ASAMA	Brit str.	—	H. F. Bement	CANADIAN PACIFIC R. CO.	On 26th inst.
HAVRE & HAMBURG	DELPHES OF JAPAN	Brit str.	—	H. Mowatt	CANADIAN PACIFIC R. CO.	On 26th inst.
HAVRE & HAMBURG	ATHENIAN	Brit str.	—	DODWELL & CO. LIMITED	NIPPON YUSEN KAISHA	To-morrow.
HAVRE & HAMBURG	GLENOUGLE	Brit str.	4 m.	M. J. Currow	NIPPON YUSEN KAISHA	On 28th inst., at 5 P.M.
HAVRE & HAMBURG	SHINANO MARU	Jap str.	2 m.	H. Christianse	PORTLAND & ASIA'S S. CO.	On 25th inst.
HAVRE & HAMBURG	TOBA MARU	Jap str.	—	Craven	—	On 17th inst., at 10 A.M.
PORTLAND OREGON	LAURELLI	Brit str.	—	St. John George	BUTTERFIELD & SWINE	On 29th inst.
AUSTRALIAN PORTS	—	Brit str.	—	Bellon	SANDER, WIELER & CO.	On 15th inst.
AUSTRALIAN PORTS	PIESTE, &c. via SINGAPORE, &c.	Aus str.	—	E. P. Martin	P. & O. S. N. CO.	On or about 12th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	YOKOHAMA & KOBE	Brit str.	—	—	SANDER, WIELER & CO.	On 18th inst., at Daylight.
KOBE	KOBE & YOKOHAMA	Brit str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
KOBE	NAKASAKI, KOBE & YOKOHAMA	Brit str.	—	C. H. Butler	BUTTERFIELD & SWINE	On 24th inst.
KOBE	MOJI, KOBE & YOKOHAMA	Brit str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
KOBE	CHIEFOO & NEWCHWANG	Brit str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
TIENTSIN	—	Brit str.	—	—	EAST ASIATIC TRADING CO., LTD.	On 16th inst., at 4 P.M.
SHANGHAI	—	Brit str.	—	—	—	On 26th inst.
SHANGHAI	TIROL	Aus str.	—	Brofield	BUTTERFIELD & SWINE	On 17th inst., at Noon.
NINGPO & SHANGHAI	BAZLAZAT	Brit str.	—	R. A. Peters	SANDER, WIELER & CO.	On or about 18th inst.
KEELUNG (FORMOSA)	SHANSI	Brit str.	—	—	P. & O. S. N. CO.	On 14th inst.
TAMSUL via SWATOW & AMOY	LAEBEES	Brit str.	—	—	BUTTERFIELD & SWINE	On 14th inst.
FOOCHOW via SWATOW & AMOY	DAIGI MARU	Jap str.	—	—	SANDER, WIELER & CO.	On 18th inst.
POOCHOW	APING	Jap str.	—	—	BUTTERFIELD & SWINE	On 18th inst.
AMOY & SHATOW	AMOY & SHANGHAI	Brit str.	—	—	BUTTERFIELD & SWINE	On 17th inst.
CEBU & ILIOIL	CEBU & ILIOIL	Brit str.	—	—	BUTTERFIELD & SWINE	On 23rd inst.
MANILA	—	Brit str.	—	T. Saito	MITSUI BUSSAN KAISHA	To-morrow.
BOMBAY via SINGAPORE & PENANG	MAIDUZU MARU	Jap str.	—	—	MITSUI BUSSAN KAISHA	On 14th inst.
BOMBAY via SINGAPORE & COLOMBO	CHIHLI	Brit str.	—	—	MITSUI BUSSAN KAISHA	On 22nd inst.
SINGAPORE PENANG & CALCUTTA	SUNOKIANG	Brit str.	—	—	MITSUI BUSSAN KAISHA	To-morrow, at Noon.
SINGAPORE	KAIFONG	Brit str.	—	Tate	SHEWAN, TOME & CO.	To-morrow, at 4 P.M.
SINGAPORE	ROSETTA MARU	Brit str.	—	R. W. Almond	CARLOWITZ & CO.	To-day, at Noon.
SINGAPORE	RUBI	Brit str.	—	T. Mura	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
SINGAPORE	BISAGNO	Ital str.	—	A. Stewart	DAVID SASSON & CO., LTD.	On 15th inst., at 3 P.M.

SHIPPING.

VESSELS ON THE BERTH

ARRIVALS
NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ATLANTIC, LEVANTINE and SOUTH AMERICAN.
ROUTE UP TO CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALLACA.

THE Steamer

"BISAGNO," Captain Muzio, will be despatched as above TO-DAY, the 11th inst., at Noon.

At Bombay, the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 7th July, 1902.



TOYO KISEN KAISHA
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA

THE Company's well-known Steamship

"ROSETTA MARU," 3876 Tons.

Captain Tate, will be despatched for MANILA TO-MORROW, the 12th inst., at Noon.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, Ice House Street, Hongkong, 3rd July, 1902.

16

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th July.

R.M.S. "ATHENIAN," Comdr. H. Mowatt SATURDAY, 25th July.

R.M.S. "EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th Aug.

R.M.S. "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.

R.M.S. "TARTAR," Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exposition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are excellent.

* * * SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and LAMPANGPORTS and VANCOUVER, in additional sailing, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, maps, Guides, Books, Rates of Passage and Freight, apply to R. E. BROWN, General Agent, Putney's Street.

16

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SADO MARU	MAESIELLES, LONDON	SATURDAY, 12th July.

<tbl_r cells="3

VESSELS ON THE BEETH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.
STEAMERS DUE
GLASGOW and LIVERPOOL " TYDEUS" On 12th July.
GLASGOW and LIVERPOOL " TELE ACHUS" On 13th July.
GLASGOW and LIVERPOOL " ANTENO" On 31st July.
GLASGOW and LIVERPOOL " DARDANUS" On 8th Aug.

HOMEWARDS.
STEAMERS TO SAIL
LONDON " SARPEDON" On 22nd July.
LONDON " ULYSSES" On 5th Aug.
LONDON and ANTWERP " TELEMACHUS" On 18th Aug.
LIVERPOOL DIRECT " IDOMENEUS" On 12th July.
(Taking cargo at London rates.)
The S.S. "IDOMENEUS" left Shanghai on 8th inst., and is expected here on 14th inst., to load for Liverpool.
The S.S. "TYDEUS" left Singapore on the 7th inst., and is expected here on the 12th inst.
The S.S. "TELEMACHUS" left Singapore on the 8th inst., and is expected here on 13th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS. O. S. S. C.

Hongkong, 9th July, 1902.

COMPAGNIE DES MESSAGERIES
MARITIMES
PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARBLESSES, MEDITERRANEAN
AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 14th July, 1902, at
1 P.M., the Company's Steamship
"ERNEST SIMONS" Captain Dupuy Frony,
with Mails, Passengers, Specie and Cargo, will
leave this port for MARSEILLES, via
BOMBAY.

This Steamer connects at COLOMBO with
the "S.S. Australasia," which vessel takes on her
Passengers and Mails, leaving that port on the
26th July, direct to Suez, Port Said and
Marselles.

Cargo and Specie will be registered for Lon-
don as well as for Marselles, and accepted in
transit through Marselles for the principal
ports of Europe.

Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M., on the 13th
July. (Parcels are not to be sent on
board; they must be left at the Agency's Office.)
Contents and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd July, 1902.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1902

"BRAEMAR" On 13th July.

"ATHOLL" 20th July.

"HEATHBURN" 21st July.

"RICHMOND CASTLE" 22nd July.

"LENOX" 23rd July.

"AFRIDY" 24th July.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 7th July, 1902.

Tales, German str., 138, Calendar, July 7.

Meyer & Co., 338, Calendar, July 7.

Taishan, British str., 1,121, Jenkins, July 5.

Bradley & Co., 1,121, Jenkins, July 5.

Taivian, British str., 1,430, Dawson, July 6.

Butterfield & Swire, 1,578, Dine, July 5.

Siemsen & Co., 1,578, Dine, July 5.

Theodor Wille, German str., 3,939, Mayerhof,

July 4, Jolben & Co., 1,045, Sauer, July 4.

Tinggang, British str., 1,045, Sauer, July 4.

Jardine, Matheson & Co., 1,045, Sauer, July 4.

Triv, Norwegian str., 710, Dahl, July 4.

Sander, Wieler & Co., 1,045, Sauer, July 4.

P. & O. S. N. Co., 1,045, Sauer, July 4.

Wingrau, British str., 1,517, Sella, July 10.

Butterfield & Swire, 1,517, Sella, July 10.

Woodmen, British str., 1,100, Dowson, July 10.

Butterfield & Swire, 1,517, Sella, July 10.

Tartar, German str., 1,578, Dine, July 5.

Vestal, sloop, 100 tons, 10 guns, 1,160 h.p.

Cap. Frank P. Leviton, Straits.

Waterwitch, surveying ship, 620 tons, 450 h.p.

Lieut.-Comdr. W. O. Lyne, at Chefoo.

Whiting, torpedo-boat destroyer, 350 tons/guns,

5,900 h.p., Lieut. and Comdr. Mackenzie,

at Shanghai.

Wivern, coast defence ship, armoured, 2,750 tons,

4 guns, 1,000 h.p., in reserve, at Hongkong.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.

Lieut.-Comdr. H. B. Hillman, at Ichang.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.

Lieut.-Comdr. H. W. R. Watson, at

Hankow.

Tamar, receiving ship, 4,600 tons, 6 guns, Com-
mander Rutherford, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, at

Shanghai.

Terrible, 1st class cruiser, 14,200 tons, 20 guns,

Lieut.-Comdr. Percy M. Scott, at Wei-hai-wei.

Tweed, gunboat, 320 tons, 10 guns, 200 h.p., in

reserve, at Hongkong.

Vestal, sloop, 100 tons, 10 guns, 1,160 h.p.

Cap. Frank P. Leviton, Straits.

Waterwitch, surveying ship, 620 tons, 450 h.p.

Lieut.-Comdr. W. O. Lyne, at Chefoo.

Whiting, torpedo-boat destroyer, 350 tons/guns,

5,900 h.p., Lieut. and Comdr. Mackenzie,

at Shanghai.

Wivern, coast defence ship, armoured, 2,750 tons,

4 guns, 1,000 h.p., in reserve, at Hongkong.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.

Lieut.-Comdr. H. B. Hillman, at Ichang.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.

Lieut.-Comdr. H. W. R. Watson, at

Hankow.

THE JAPANESE SQUADRON IN THE
FAR EAST.

Adsuma, cruiser, at Sasebo.

Akagi, gunboat, 620 tons, 10 guns, 700 h.p., at

Shanghai.

Akashi, protected cruiser, 1st class, 28,000 tons,

30 guns, 3,500 h.p., at Amoy.

Akitan, protected cruiser, 1st class, at

Manila.

Ameri, sloop, 1,030 tons, 13 guns, 720 h.p., at

Yokosuka.

Asahi, 1st class battleship, 15,443 tons, 15,000

i.h.p., 18 guns, at Yokosuka.

Atago, gunboat, 820 tons, 10 guns, 700 h.p., at

Shanghai.

Chiaki, Japanese cruiser, 1,250 tons, 6 guns,

Comdr. N. Shiga, at Formosa.

Chin Chu, gunboat, 500 tons, 8 guns, 450 h.p.

Chien, gunboat, 480 tons, 5 guns, 472 h.p.

Chin Rok, gunboat, 490 tons, 5 guns, 472 h.p.

Chinti, gunboat, 490 tons, 5 guns, 472 h.p.

Chiyoda, 2nd class battleship, 7,335 tons, 22

guns, 6,200 h.p., at Yokosuka.

Chiuki, gunboat, 650 tons, 10 guns, 700 h.p., at

Izaki.

Chiharu, protected cruiser, 1st class, 4,978 tons,

30 guns, 15,500 h.p., at Yokosuka.

Chiyoda, 1st class battleship, 11,240 tons, 27 guns,

2,450 tons, at Kurushima.

Chiyoda, 1st class battleship, 12,087 tons, 38 guns,

30 guns, 2,460 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons,

20 guns, 4,080 h.p., at Shanghai.

Itosukino, 1st class coast defence ship, 4,277

tons, 35 guns, 5,400 h.p., at Kurushima.

Iwami, 2nd class coast defence ship, 2,600 tons,

15 guns, 2,400 h.p., at Kurushima.

Hiyoshi, 2nd class coast defence ship, 2,035 tons,

19 guns, 2,460 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons,

20 guns, 4,080 h.p., at Shanghai.

Katsuragi, 1st class battleship, at Yokosuka.

Katsuragi, 1st class battleship, 11,240 tons, 27 guns,

2,450 tons, at Kurushima.

Kawachi, gunboat, 840 tons, 6 guns, 400 h.p., at

Yokosuka.

Kaimon, sloop, 1,360 tons, 10 guns, 1,125 h.p., at

Chemulpo.

Kasagi, protected cruiser, 1st class, 4,978 tons,

30 guns, 15,500 h.p., at Yuden.

Kawachi, torpedo-boat destroyer, 360 tons, 6 guns,

5,700 h.p., at Shanghai.

Kawachi, torpedo-boat destroyer, 360 tons, 10 guns, 1,300 h.p., at

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POST OFFICE NOTICES

The Yarra, with the French Mail of the 16th inst., left Saigon on Thursday, the 10th inst., at 7 a.m., and may be expected here on or about Sunday, the 13th inst. This packet brings replies to letters despatched from Hongkong on the 10th May.

The City of Peking, with the American Mail, left Yokohama for Manila on Monday, the 4th inst., at 6 p.m., and may be expected here on or about Thursday, the 17th inst.

MAILS WILL CLOSE

FOR PER DATE

Castor... Friday, 11th, 7.30 A.M.

Singapore... Friday, 11th, 11.00 A.M.

Singapore, Penang and Bombay... Friday, 11th, 11.00 A.M.

Singapore... Friday, 11th, 11.00 A.M.

Moji... Friday, 11th, 11.00 A.M.

Macau... Friday, 11th, 11.15 A.M.

Shanghai... Friday, 11th, 3.00 P.M.

Kuching and Sembawang... Friday, 11th, 4.00 P.M.

Takao... Friday, 11th, 5.00 P.M.

Namauang... Friday, 11th, 5.00 P.M.

Alas Craig... Saturday, 12th, 10.00 A.M.

Rosetta Maru... Saturday, 12th, 10.00 A.M.

Glenagle... Saturday, 12th, 10.00 A.M.

Singapore... Saturday, 12th, 10.00 A.M.

Amoy, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO... (Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.)

Amoy and Shanghai... Friday, 11th, 10.00 A.M.

Manila... Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)

Clitheroe... Letters, 11.00 A.M.

Saturday, 12th, 3.00 P.M.

Saturday, 12th, 3.00 P.M.

Daiji Maru... Monday, 14th, 9.00 A.M.

Monday, 14th, 10.00 A.M.

Printed matter and samples... 10.00 A.M.

Europe, &c., India via Tulicorin... (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle... Saturday, 12th, 4.00 P.M.

Ningpo and Shanghai... Saturday, 12th, 4.00 P.M.

TO-DAY

Sale, San Hop Cheung's Junk, Yunnani

Macau, Hughes & Hough, noon

TO-MORROW

Sale, Geen &c., Yunnani, Mongkok Road.

Mr. Goo, P. Lamont, 11 a.m.

Sale, Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

10th July.

■■■■■ LONDON.—

Telegraphic Transfer... 1.81

Bank Bills, on demand... 1.81

Bank Bills, at 30 days' sight... 1.81

Bank Bills, at 6 months' sight... 1.81

Credits, at 4 months' sight... 1.81

Documentary Bills, 4 months' sight... 1.81

■■■■■ PARIS.—

Bank Bills, on demand... 2.18

Credits, at 4 months' sight... 2.21

On demand... 1.77

■■■■■ NEW YORK.—

Bank Bills, on demand... 4.21

Credits, 60 days' sight... 4.21

On demand... 1.77

■■■■■ BOMBAY.—

Telegraphic Transfer... 1.30

Bank, on demand... 1.30

■■■■■ CALCUTTA.—

Telegraphic Transfer... 1.30

Bank, on demand... 1.30

■■■■■ SHANGHAI.—

Bank, at sight... 74

Private, 30 days' sight... 73

■■■■■ YOKOHAMA.—

On demand... 1.81 p.m.

On MAIJI.—

On demand... 2 p.m.

ON SINGAPORE.—

On demand... 3 p.m.

ON BANGKOK.—

On demand... 10.54

ON HONGKOK.—

On demand... 14 p.m.

■■■■■ OXFAM.—

10th July.

Quotations are:—Allow on net to 1 cent.

Malta New... \$910 to \$920 per picul

Malta Old... \$1000 to \$1010

Malta Outer... \$1020 to \$1030

P. P. per wrapped... to

Persian oil quality \$580

Persian oil extra fine... to

Patau New... \$837 to — per cent.

Patau Old... \$910 to —

Baromas New... \$89.6 to —

Baromas Old... \$915 to —

VESSELS EXPECTED.

ARRIVED.

THE AMERICAN MAIL.

The P.M. steamer *City of Peking*, with mails, &c., left Yokohama on the 7th inst., at 6 p.m., for Manila direct, and is due here on the 13th inst.

THE FRENCH MAIL.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the 7th inst., p.m.

■■■■■ STEAMERS.

The N.Y.K. steamer *Sao Maru* (European Line) left Shanghai for this port on the 7th inst.

The N.Y.K. steamer *Atkins* left Foochow on the 9th inst., a.m.

The N.Y.K. steamer *Mile Maru* (Bombay Line) left Singapore for this port on the 8th inst., and is expected to arrive to-day.

The C.S.S. steamer *Admiral* left Shanghai on the 8th inst., and is expected to arrive to-day.

The A.L. steamer *Maria Vittoria* left Moji for this port on the 7th inst.

The C.S.S. steamer *Atkins* left Singapore on the 7th inst., and is expected here to-morrow.

The C.S.S. steamer *Titanicus* left Singapore on the 8th inst., and is expected here on or about the 13th inst.

The A.L. steamer *Tivoli* left Singapore for this port on the 8th inst.

The N.P. steamer *Duke* left Yokohama for Hongkong on the 7th inst.

The H.A.L. steamer *C. F. L. L. L.* from Hamburg, left Singapore for this port on the 8th inst., and may be expected here on or about the 14th inst.

The E. & A. steamer *Arizie*, for Australia, left Kobe on the 8th inst., and is due here on the 14th inst.

The "Bar" Line steamer *Bansorick*, from Antwerp and London, left Singapore on the 8th inst., for this port.

The A.L. steamer *China* left Singapore for this port on the 9th inst.

The N.Y.K. steamer *Sanki Maru* (European Line) left Singapore for this port on the 9th inst., p.m., and is expected to arrive here on the 13th inst.

POST OFFICE NOTICES

JOINT STOCK SHARES.

HONGKONG, 9th July.

STOCKS	NO. OF SHARES	ISSUE PRICE	PAID UP	LAST DIVIDEND	CLOSING QUOTATION
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/-div. and 10/-bonus for 31st Oct. = \$21.57	\$607, sales £100 div. 40/-
National Bank of China, Ltd.	10,070 A	\$10	\$8	2/-div. for 1895 = \$1.63	\$27, buyers
De Fournier's Shares	17,500	\$1	\$1	None	\$10, sellers
MANUFACTURERS.					
Union Ins. Society, Ltd.	24,000	\$83.35	\$25	50/-p. ct. = \$20 for 1890 10/-p. for 1891	\$335, buyers
China Traders' Co. Ltd.	5,000	\$100	\$23	5 p. ct. = 2.5. on 30/- div. of 1893	\$18, buyers
North China Ins. Co. Ltd.	1,000	\$100	\$23	5/-div. for 1893	\$100, nominal
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$60	5/-div. for 1893	\$102, buyers
Canzon Insurance Co., Ltd.	10,000	\$250	\$20	5/-div. for 1893	\$100, nominal
Straits Insurance Co., Ltd.	30,000	\$100	\$20	5/-div. for 1893	\$100, nominal
SHIPBUILDING.					
Hongkong, Canton and Macao B.C. Co. Ltd.	80,000	\$15	\$15	5/-div. for half year ended 31st Oct. 1901	\$45, buyers
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	Final 5/- per cent. making in all 10/-	\$102, sellers
China & Manila S. S. Co., Ltd.	20,000	\$50	\$50	5/-per cent. for 1901 5/-per share for 1st Oct.	\$35.
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	5/-per cent. for year ending 30th June 1901	\$22, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	5/-per cent. for year ended 30th June 1901	\$112, sellers
Shell Transport & Trading Co. Limited	2,000,000	\$1	\$1	2/-div. of 93/-p. share coupon for 2nd inst. in all 2/- for 100/-	\$22, sellers
REFINERY.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of 7 p. c. making in all 12 p. c. for 100/-	\$108, sellers
Luson Sugar Refining Co., Ltd.	7,000	\$100	\$100	93/- for 1897	\$20, sellers
MINE.					
Fujun Mining Co., Ltd.	60,000	\$10	\$10	None	\$2, sellers
Do. Preferances	30,000	\$1	\$1	None	\$1, sellers
Societe Fran. des Charbonnages du Tonkin	16,000	\$250	\$250	Int. div. of Fes. 30 on account of 13th	\$330.
Que					